FIFTH DAY—*Friday 18th October, 1929.*

The House re-assembled at 12 noon.

Before the business of the day was taken up, MR. M. L. NAGAPPA SETTY enquired what action had been taken in regard to the establishment of a Coffee Bank.

THE FIRST MEMBER OF COUNCIL replied that the Director's report had been just then received and needful orders would be passed early.

QUESTIONS AND ANSWERS.

MR. SETTARA SIDDAPPA (Tarikere Taluk).—

Q.—33. Will the Government be pleased to state:—

(*a*) When will the Bangalore-Harihar section of the Railway be taken back by Government from the Madras and Southern Mahratta Railway Company?

(*b*) Whether the Government are responsible for the expenditure incurred on many improvements effected in some of the stations by the Madras and Southern Mahratta Railway Company?

(*c*) What is the object of executing certain works now on hand by the Mysore Railways in front of the Birur Railway Station yard?

(*d*) Are similar works undertaken in all other junction stations also?

SECRETARY TO GOVERNMENT, MYSORE RAILWAYS.—

A.—33. (*a*) According to the present contract the line is due for resumption on 1st January 1938.

(*b*) Improvements undertaken by the Company are in accordance with detailed list of works and estimates sanctioned by Government.

(*c*) Birur Railway Station is a joint station in connection with the working of the Birur-Shimoga section. The work referred to is perhaps the re-modelling of the

Birur station yard, which is being carried out by the Company under Government sanction, to facilitate despatch and receipt of trains both for the main line (Bangalore-Harihar) and for the Birur-Shimoga section or *via* to Mysore as the present yard cannot adequately cope with the traffic at that station.

(*d*) No, except at Arsikere where also the question of re-modelling of the yard is under consideration.

Supplementary Questions and Answers.

Mr. Settara Siddappa.—

Is the re-modelling of the Birur Station yard so very urgent?

Third Member of Council.—

We have sanctioned it because it is urgent and important.

Mr. Settara Siddappa.—

Is it possible to arrange for the crossing of the Bangalore Mail and the Poona Parcel Express at Kadur instead of at Birur?

Third Member of Council.—

That is a different matter.

Mr. Settara Siddappa.—

Is there any likelihood of the M. & S.M. Company reducing the number of trains?

Third Member of Council.—

No.

Mr. Settara Siddappa.—

Is there any likelihood of the establishment being reduced?

Third Member of Council.—

No.

Mr. Settara Siddappa.—

With reference to the re-modelling of the Birur Station yard, is an adequate return for the expenditure expected?

Third Member of Council.—

Certainly.

Mr. Settara Siddappa.—

Is there any likelihood of the number of carriages of the M. & S.M. Railway Company being reduced in view of the resumption of the Bangalore-Harihar line by the Mysore Government?

Third Member of Council.—

No.

Mr. Bagamane Devagowda.—

Has it come to notice that one and the same engine is employed from Bangalore to Harihar?

Third Member of Council.—

I want notice.

Mr. Bagamane Devagowda.—

Can you say that if the M. & S.M. Railway reduces its staff and carriages in view of the resumption, any inconvenience would be felt by the people?

Third Member of Council.—

There is no reason to think so.

Mr. Bagamane Devagowda.—

Are you going to re-model the Birur Station?

Third Member of Council.—

No; only the platform will be improved.

Mr. Bagamane Devagowda.—

What would be the cost?

Third Member of Council.—

I want notice.

Mr. Bagamane Devagowda.—

What would be the cost at Arsikere?

Third Member of Council.—

I want notice.

Mr. K. Srikantiah.—

Is there any idea of resuming the Bangalore-Harihar line?

Third Member of Council.—

Yes.

Mr. M. Ramaswamy.—

Are the Company agreeable to terminating the contract earlier?

Third Member of Council.—

The earliest date on which the contract can be terminated is 31st December 1937. If the Secretary of State gives notice to the Company to that effect one year beforehand, we can take over the line from January 1938.

Mr. N. G. Sanjeeviah.—

From Mysore to Poona, the Company's own mileage is over 500 miles while ours is about 230 miles. How are the working expenditure and the profits to be apportioned between us and the Company?

Third Member of Council.—

The proportions have been clearly defined by agreement.

Mr. N. G. Sanjeeviah.—

Now that you have arranged to run Through trains from Mysore to Poona, would it entail any loss to Government as our line is shorter?

Third Member of Council.—

No. The number of rakes to be provided by us and the M. & S.M. Railway company is calculated on the mileage

basis. On examination it is found that this arrangement is convenient to us.

Engineer-in-Chief (Mysore Railways).

If the Company supplies 4 rakes, we supply 1. The proportion of mileage decides the proportion of carriages to be supplied.

MR. K. P. PARASIVIAH (Kankanhalli Municipality).—

Q.—38. Will the Government be pleased to state:—

(*a*) How many candidates applied to be appointed as Revenue Probationers during 1928-29 and to what communities they belonged?

(*b*) What is the number that had to be appointed?

(*c*) To what communities do those now appointed, belong?

SECRETARY TO GOVERNMENT, GENERAL DEAPRTMENTS.—

A.—38. (*a*)—

Brahmins	..	91	Gollars	..	2
Lingayets	..	23	Nagarthas	..	2
Mohamedans	..	21	Banijigas	..	2
Vokkaligars	..	18	Ganigas	..	2
Vaisyas	..	11	Sadars	..	2
Christians	..	8	Satanis	..	2
Balijigars	..	6	Maharattas	..	2
Jains	..	6	Sowrashtras	..	2
Mudaliars	..	6	Pallegar	..	1
Kurubars	..	4	Naidu	..	1
Coorgis	..	4	Ursus (Kshatriya)		1
Bedars	..	3	Goldsmith	..	1
Weavers	..	3	Darji	..	1
Kunchitigars	..	2	Adikarnataka	..	1
			Total	..	228

(*b*) and (*c*). 7 were appointed and they belong to the following communities:—

1 Brahmin.
1 Vokkaligar.
1 Christian.
1 Gollar.
1 Balija
1 Coorgi
1 Kunchitigar.